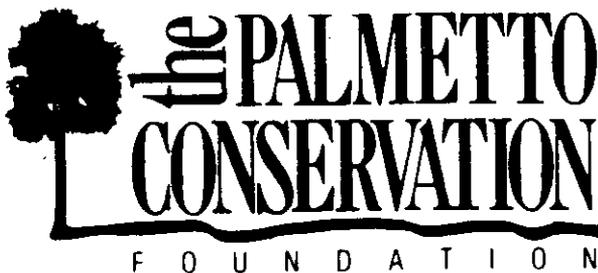


CONCEPT FOR A TRI-COUNTY GREENWAY

REPORT TO:
OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT
SC DHFC

APRIL 15, 1997



A CONCEPT FOR A TRI-COUNTY GREENWAY

PURPOSE

The Concept for Tri-County Greenway is designed to present options to focus the many related conservation, tourism and public access questions within the study area toward a unified goal. This concept is not intended to preempt the efforts of any organization or to coerce any organization to endorse this concept. Rather, it is a framework for cooperation.

The concept concentrates on building "green infrastructure". This green infrastructure can be the skeleton for more complex efforts. Traditional economic development has long recognized the need for highways and water and sewer to support industrial recruitment. Nature-based tourism must concentrate on building the trails, scenic viewing opportunities, and other attractions that can support visitor dollars. A wildlife refuge, canoe livery or scenic highway can be central to the nature-based tourism perspective.

This report is Phase II of a project designed to conceptualize how a statewide trail system can be furthered in coastal South Carolina. Phase I. was completed in 1996 by Palmetto Conservation Foundation and detailed plans for a Coastal Greenway From McLellenville through Horry County. This Phase II. report is a logical extension of Phase I and can be best understood when read in conjunction with that element.

In addition, the Coastal and Tri-County Greenway proposals rely heavily on the construction, funding and operation of the Palmetto Trail. For more information on the Palmetto Trail, please contact that organization.¹

SUMMARY AND BACKGROUND

Coastal South Carolina's explosive growth and development has reduced opportunities to enjoy the it's natural and cultural wonders. Economic prosperity is an overriding concern in coastal South Carolina. As more development occurs, a strategy of balance must be pursued to maintain and facilitate the public's relationship with traditional Lowcountry resources and landscapes.

Access to resources is a principal coastal issue. Opportunities to walk on the beach, view wildlife, experience nature, and enjoy nature-based recreation are central elements of South Carolina's quality of life. "Getting outside" is a South Carolinian's birthright that must be preserved. In the face of today's rapid development, "getting outside" must be planned.

¹. Palmetto Trails, Inc., 1314 Lincoln Street, Suite 213, Columbia, SC 29201 (803)771-0870.

Transportation is the second principal issue of coastal South Carolina. The South Carolina Department of Transportation estimates that transportation needs in the eight county coastal region over the next twenty years will exceed \$2.5 billion. This estimate staggers transportation professionals.

No locality in South Carolina appreciates conservation of natural resources more than the Coast. Unprecedented conservation initiatives ranging from beachfront protection to land conservation are underway along the coast. A vocal conservation constituency, equal to its pro-development counterpart, exists along the coast. Nature-based tourism is the fastest growing segment of the tourism industry. If promoted correctly, nature-based tourism can be long-term sustainable industry for the coastal economies.

The Concept for a Tri-County Greenway is a proposal to unite related segments of the Lowcountry experience into a coordinated approach. Access, transportation, conservation and tourism are each essential elements of the Tri-County Greenway Concept. *Building a system of green infrastructure for a greenway system in Berkeley, Dorchester and Charleston is the fundamental recommendation of this proposal.*

SPONSORING PARTNER

This conceptual study for a coastal greenway was undertaken for the Office of Ocean and Coastal Resource Management (OCRM) by the Palmetto Conservation Foundation as part of the Palmetto Greenways Initiative. The Initiative is a coalition, conservation effort focused toward connecting people with nature. A description of the Initiative and its purpose is included as Appendix A.

The Office of Ocean and Coastal Resource Management is a section of the South Carolina Department of Health and Environmental Control (DHEC) interested in the eight county coastal region. The Office regulates coastal development, wetlands issues, and promotes access to, and appreciation of, South Carolina's coastal resources.

WHAT IS A GREENWAY?

A greenway is a corridor of protected open space managed for conservation and recreation purposes. Greenways protect natural resources, preserve scenic landscapes and historical resources, offer recreational opportunities, and provide a place for people to walk, bicycle and move from place to place. Greenways often follow natural land or water features and link protected cultural resources with populated areas. Some greenways are publicly owned, some are privately owned and some are the result of public/private partnerships. Some are open to visitors, others are not. Some appeal to people, others attract wildlife.

BENEFITS OF GREENWAYS

There are many types of greenways, with a variety of benefits. Recreation, scenic and historic preservation, wildlife habitat protection are all key purposes of greenways. Other benefits are:

- *Greenways can increase nearby property values and in turn increase local tax revenues.*
- *Spending by local residents on greenway related activities helps supports recreation oriented business.*
- *Greenways are often major tourists attraction, generating expenditures on food, lodging and other services.*
- *Greenways help improve the overall appeal of a community.*
- *Greenways contribute to quality of life, an increasingly important factor in corporate relocation decisions.*

GREENWAYS IN SOUTH CAROLINA

THE REEDY RIVER in Greenville has recently been added to the list of urban greenways in South Carolina. The Reedy River Greenway has been an important contributor to the redevelopment of downtown Greenville. The Historic Falls park, established in 1967 provides an almost wilderness-type experience in the heart of downtown Greenville. The construction of the Peace Center of the Performing Arts now attracts thousands of citizens to the River.

CANAL PARK in Columbia is an excellent example of an urban greenway. The park traverses the Columbia Canal and Broad River in Downtown Columbia, offering outdoor recreational opportunities for area residents. Canal Park also demonstrates how private and public interests can work together. SCE&G, which provides power throughout South Carolina is the owner of the land. The City of Columbia developed and operates the park, adjacent to its water system.

THE MOUNTAIN BRIDGE is a spectacular 40,000 acre wilderness located in the northwestern corner of South Carolina, along the North Carolina state boundary. As part of the Blue Ridge Escarpment, the wilderness forms a narrow, 45-mile corridor along the state line and includes the watersheds of the Table Rock and Poinsett reservoirs.

Within the Mountain Bridge are a number of outstanding, unique features: The Blue Ridge Escarpment, where the Blue Ridge Mountains drop abruptly 2,000 feet; Caesars Head and Jones Gap State Parks; Watson Heritage Preserve, a 1,600 acre natural area; four waterfalls, and an abundance of wildlife. The Mountain Bridge Wilderness was conceived in 1972 by NaturaLand Trust, a private, non-profit land conservation organization located in Greenville. The Mountain Bridge is administered as two state parks by South Carolina PR&T, along with holdings by NaturaLand Trust and S.C. Natural Resources.

THE FOOTHILLS TRAIL links 120 miles of spectacular scenery in upstate South Carolina, including a connection between Table Rock, Oconee, and Caesar Head State Parks. The Foothills Trail has been a cooperative project between the Foothills Trail Conference, Duke Power and many conservation organizations in North and South Carolina.

THE CATAWBA RIVER GREENWAY is a developing recreational facility adjoining the Catawba River in York and Lancaster Counties. The Nation Ford Land Trust, Katawba Valley Land Trust, Catawba Indian Nation and the City of Rock Hill are leading efforts to provide scenic buffers, enhanced access and a linear trail system along the River Corridor.

THE PALMETTO TRAIL is a planned 320-mile path from Oconee State Park in the Upstate to McClellanville on the coast. The Palmetto Trail will connect state parks, historic sites, major natural areas, and existing trail systems. It is the goal for the Palmetto Trail to serve as a spine for a future statewide system of trails.

THE ANNE SPRINGS CLOSE GREENWAY is a 3,000-acre protected space in Fort Mill that provides outdoor recreational opportunities for the local population. Managed by Leroy Springs & Company, the greenway is a result of a gift of the children of Anne Close and is privately funded. The Greenway opened on Earth Day, 1995 and will make foot, nature and equestrian trails available to the public.

RECOMMENDATIONS: A GREENWAY FOR THE TRI-COUNTY AREA

It is possible to connect the Berkeley Charleston and Dorchester, The Tri Counties, via a greenway system. This system will offer wonderful recreation and tourism benefits to the communities along the route and identify the area as a central area in transportation alternatives.

The central idea behind the Tri-County Greenway is to allow a hiker or biker to travel from the northern reaches of Charleston County on the Santee River, to south of the metropolitan area. This route is achievable and in some instances is already in plans for future construction. What this document strives for is to paint picture of how different elements may be pulled together into a comprehensive system.

I. Upper Charleston County

Charleston County is divided into two segments in designing the Tri-County Greenway. The urban Charleston Peninsular and immediate surrounding area is dealt with separately through the CHATS Bikeway and Pedestrian Plan.

A. Sewee Visitor and Environmental Center

Upper Charleston County is defined as that area beginning at the Sewee Visitors Center on U.S. Highway 17, which is a joint project of the U.S. Forest Service and the U.S. Fish and Wildlife Service. Sewee is important in considering a Tri-County Greenway because its location in the Francis Marion National Forest and along U.S. Highway 17, 18 miles north of Charleston. It offers exhibits and natural eco-systems, an auditorium, classroom space, retail and book outlets and general visitor facilities such as parking and rest rooms. It will be a major point of departure on the Tri-County Greenway.²

Using Sewee Visitor and Environmental Education Center as a northern headquarters for the Tri-County Greenway provides a convenient midpoint for the system. Traveling north from Sewee, there are two key elements of the system.

B. Sewee to Swamp Fox Trail/Passage.

The U.S. Forest Service has plans to connect Sewee to the Swamp National Trail via publicly owned property. The will make Sewee a headquarters for the Palmetto Trail system. This eight (8) mile connection of earthen trail and boardwalks is scheduled to be constructed by 2000 with federal funding

² Sewee Visitor and Environmental Education Center, U.S. Forest Service.

C. Swamp Fox Trail Head to McLellenville/Santee River.

The Section of the trail from the Swamp Fox Passage in Awendaw to McLellenville is extremely problematic. Buck Hall Recreation Area is a convenient mid-point between the two points and will serve as a camping facility for users of the Tri-County Greenway.

McLellenville can be connected to Buck Hall Recreation Area via the unimproved Kings Highway or Old Georgetown Road. It provides an exceptional experience and is in keeping with a historic and natural experience. Currently however, no secure route exists for making the 4 mile connection between Buck Hall and the Swamp Fox Passage.

D. McClellenville to Santee River via the Old Charleston Highway

This section currently exists as U.S. Forest Service roads and would not have to be constructed. It has the distinction of hooking to the Palmetto Trail in McClellenville and connecting attractions such as Hampton Plantation State Park and Old St. James Church. The U.S. Highway 17 bridge would be necessary to cross the Santee River.

E. Bikelanes for U.S. Highway 17.

The Charleston Area Transportation Study Bikeway and Pedestrian Study calls for the installation of bike lanes along U.S. Highway 17 north with a 20 year period. While not replacing the need for a natural experience, bike lanes will fill in gaps and provide a much needed transportation alternative for the rapidly developing East Cooper area.³

F. Swamp Fox Passage.

The newly opened Swamp Fox Passage carries the hiker and mountain biker 27 miles inland into Berkeley County. It is now open and completes the experience in Charleston County.

II. Berkeley County Trail System

Berkeley County is dominated by the Francis Marion National Forest. This 250,000 acre Forest is owned by the United States Department of Agriculture and provides numerous recreation opportunities to the people of coastal South Carolina. It also provides an excellent way to maneuver a coastal trail through a willing land owner.

The key to extending the Tri-County Greenway through Berkeley County is the Palmetto Trail. The Francis Marion Forest provides the key first step to negotiating the low country and is a spine for trails in Berkeley County.

³ *The Chats and Charleston County Bikeway and Pedestrian Master Plan, Executive Summary, September 1995.*

A. Swamp Fox Passage

Currently Awenda provides the starting point for the Palmetto Trail. The Historic Swamp Fox trail begins here and leads the user inward to other sections of the Trail.

The Swamp Fox Trail enters Berkeley County east of Huger. It is divided into two sections:

Swamp Fox I. opened in February of 1997. This passage is 27 miles and is a national recreational trail first constructed by the Boy Scouts in the 1950's. Hurricane Hugo reaped havoc on the trail and it had been closed until the reopening in 1997.

There are two trail heads to the Swamp Fox Trail. The eastern trail head is on U.S. Highway 17 north of Charleston, just beyond Steed Creek Road. The western Trail head is at the Witherbee Ranger Station, approximately 35 miles west of Charleston. This is potentially a major headquarters for the Tri-County Greenway.

The Swamp Fox Trail is open for hikers and mountain bikes. It provides opportunities for birdwatching, nature study and photography in addition to recreation. It is maintained by the U.S. Forest Service.

There special needs for this historically significant trail:

- 1) continuing funding for upkeep and replacement of major facilities.
- 2) volunteer groups to adopt the trail and provide routine maintenance.

Swamp Fox II. is currently being planned to stretch north west from the Swamp Fox I. passage and connect with the property of the S.C. Public Service Commission (Santee Cooper). This 18 mile passage will not only be available for Hiking and mountain biking, but also will provide a trail head for the Wadboo Creek Canoe trail.

The U.S. Forest currently has \$40,000 to construct this connecting trail. It will be an earthen path and features extensive board walking. There are two key aspects to constructing this important facility:

- 1) Wadboo Creek must be bridged. Extensive board walking is needed as well. Estimated cost for this project is \$30,000, to be borne jointly by The U.S. Forest Service, Santee Cooper and Palmetto Trails.
- 2) U.S. Highway 52 presents a major challenge to access the Canal Recreation Area, a major camp ground and access to the next Passage of the Trail. Currently being widening, S.C. DOT should consider this problem during construction.

C. Lake Moultrie

The Moncks Corner Loop takes in the Lake Moultrie Passage of the Palmetto Trail and it continues it around the lower Lake to encircle Moncks Corner. This project will place Moncks Corner in the enviable position of headquarters for a 60 mile hiking trail along a major waterfront.

The Lake Moultrie Passage is a 37 mile segment on the Palmetto Trail, connecting Canal Recreation Area with the Diversion Canal between Lake Moultrie and Lake Marion. It opened in January of 1996 and is owned and maintained by Santee Cooper. There are four camping facilities, each featuring a trail head and parking: ⁴

- 1) Canal Recreation area, 12 miles north of Moncks on U.S. 52.
- 2) Rediversion Canal at the Russellville Boat landing
- 3) Sandy Beach on County Road s-8-35, and;
- 4) Diversion Canal entrance on Highway 45 six miles past Sandy Beach.

D. Moncks Corner Loop

The Moncks Corner Loop is a proposed continuation of the Lake Moultrie Passage which will continue along the western edge of Lake Moultrie and connect to Moncks Corner at its southern tip. There are three key elements:

- 1) the Santee Cooper Dike System will provide nearly 50% of the route. This route requires little construction and can be constructed in a way similar to the Lake Moultrie passage.
- 2) Westvaco and Santee Cooper property can complete the loop around the lake, creating a full 60 mile stand-alone recreational facility, headquartered in Moncks Corner.
- 3) The Berkeley County Museum and/or Old Santee Canal State Park as a visitors center and headquarters for the Moncks Corner Loop. Situated on the southeastern edge of the Loop, it is a wonderful opportunity to direct visitors and users to the extreme potential of the facility, without construction of new infrastructure.

⁴ Palmetto Trails, Inc. Swamp Fox Passage Brochure, 1996.

E. Moncks Corner to Summerville

The eastern connection of the Tri-County Greenway is important because it currently is the least defined of major connection points. Hooking the Moncks Corner Loop to Summerville is key to a continuous experience from McLellanville to south Charleston County.

There are two methods routes that may be pursued to achieve this connection. While they are alternatives, they should be pursued jointly as they will offer different experiences to the user:

1) Wilderness Trail - Moncks Corner to Summerville Hikers and mountain bikers would travel from Moncks Corner to Summerville in Dorchester County via a wilderness trail beginning north of Moncks Corner on Lake Moultrie. The length of this trail will be 24 miles. The facility will be designed to standards of 4" wide, with one mid point camp site. The estimate cost of this trail is \$130,000, which includes minor bridging and a primitive campsite.

2) Bike lanes along U.S. Highway 17 A An alternative to the Summerville to Moncks Corner Wilderness Trail is the addition of bike lanes to U.S. Highway 17A between Summerville and Moncks Corner. While not serving as a nature experience, it will provide an alternative route and also promote biking between these two developing areas. These lanes are scheduled in the 20 year plan of CHATS.

III. Dorchester/Summerville

Summerville is among coastal South Carolina's most appealing cities. From its location on the edge of the Charleston metropolitan area, it provides a small town alternative to living in urban surroundings.

A. Saw Mill Branch/Dorchester Creek Bikeway

The Town of Summerville has plans to construct a bikeway from the City south in the Saw Mill Branch Watershed. Much of the property is publicly owned and this facility can be conducted in a reasonable time. The CHATS plan for this area calls for it being conducted with ISTEAs funds.

B. Fort Dorchester/Ashley River Bridge.

The Saw Mill Branch Bike way will connect to Fort Dorchester State park. This facility was settled in 1697, but abandoned after the American Revolution. The Park features an old fort and other archeology ruins. Fort Dorchester will be a headquarters on the Tri-County Greenway.

Key to Summerville to the proposed Tri-County Greenway is providing a footbridge across the Ashley River at Fort Dorchester. The CHATS plan calls this facility a "critical bridge" for future bike routes and is perhaps among the costliest elements of this proposal.

IV. Charleston South

A. Ashley River Road Project.

The historic Ashley River area is proposed to provide a major link between the Summerville/Dorchester County area of the Greenway and the southern Charleston County segment. It is a majestic area that is currently among the most integral parts of the Historic Charleston experience.

A multi-use path running along the Ashley River Road corridor is proposed that follows an electric easement. This path will connect Old Dorchester State Park to the other facilities along the Ashley River and serve as a wonderful adjunct facility for the current attractions.

The Ashley River project will be funded with ISTEAs funds allocated by the CHATS process. Substantial negotiations have occurred with property owners in the corridor. While some owners of the historic plantations, have taken place with limited success, many of the private for profit owners have resisted the path for security and privacy reasons. Public right away adjacent to Highway 61 can be used for bikepaths allowing for the project to continue. However, this experience will not be as scenic as a semi-natural pedestrian path off the right of way. The project is on the 20 year Transportation Improvement Plan for the Charleston Area.

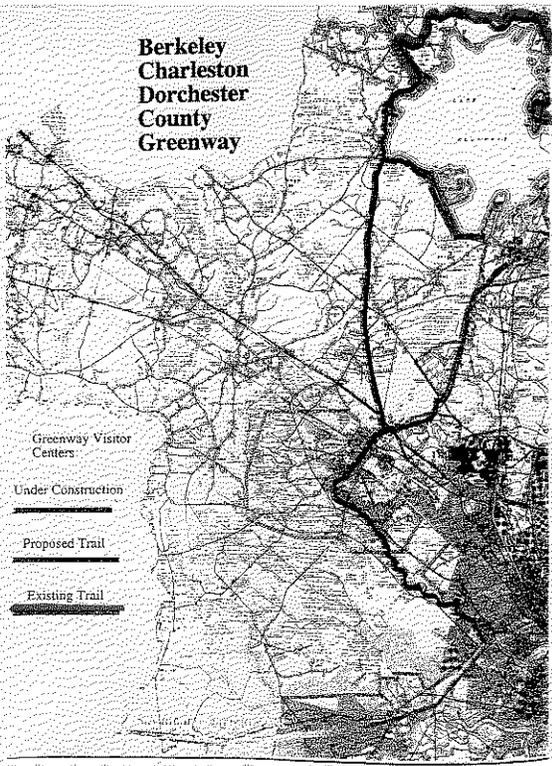
B. West Ashley Greenway

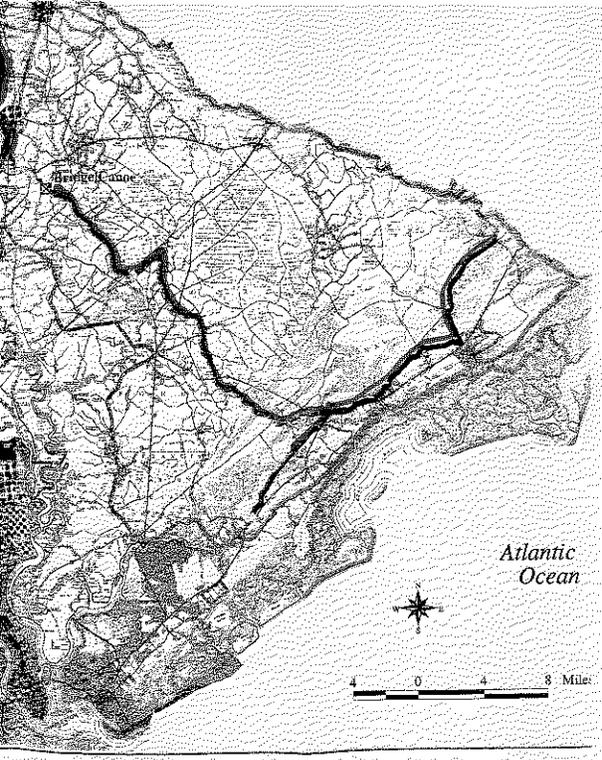
The West Ashley Bikeway is one of South Carolina's first rail trails and serves a promising transportation route for suburban Charleston. It currently provides a convenient bike route through the West Ashley suburbs and is both historic and pleasurable.

There has been some neighborhood and property owner resistant to the Bikeway and its expansion. Again, security and privacy concerns cause adjacent land owners to resist a trail next to their property. A major remedy for the problem is increased use. As more citizens use the facility, security concerns decrease because there is security in numbers. The Charleston County Parks and Recreation Department provides maintenance for the facility.

**Berkeley
Charleston
Dorchester
County
Greenway**

- Greenway Visitor Centers
- Under Construction
- Proposed Trail
- Existing Trail





C. Charleston to Savannah Line

The old Charleston to Savannah rail line is historic and a scenic wonder. As part of the Seaboard Coast line, it was a major transportation artery for several generations. An historic aspect of the line was that Robert E. Lee spent the early days of the Civil War designing a defense system for this artery.

The rail line was abandoned in the 1970's. The West Ashley Bikeway was constructed on part of the line. The grade for the line and several water crossing still exists through the coastal area all the way to Beaufort.

The Department of Transportation has legislative authority to acquire rail easements for future transportation and related-use.⁵ Given that the corridor has been officially abandoned, it would require a major legal action to reestablish the easement and make it a trail. However, this facility would be unsurpassed in scope and would be an unparalleled recreational attraction for coastal South Carolina.

The Charleston to Savannah line runs through the ACE Basin area, a premiere protected area in Colleton and Beaufort Counties. It is primed to become a visitor attraction and the proposed trail on the rail easement would connect it to the huge Charleston tourism market. A separate study of the feasibility of this project would be required, including a major investigation of the status of existing and needed water crossings.

D. Bike lanes along U.S. 17 South.

To be funded in the CHATS Transportation Plan are bike lanes along U.S. 17 south of Charleston. This offers a transportation alternative and tourism attraction for the small towns south of the city. While it is a different facility than the proposed rail trail, it is a promising start to the southern end of the Tri-County Greenway.

5. S.C. Code of Laws, (@57-3-40, 1994).

A COASTAL TRAIL

Much of South Carolina's central coast remains undeveloped. Vast areas of conserved land, unsurpassed natural and cultural resources, and a preference for sustainable tourism give rise to an organizational concept for Coastal Greenway from Conway to Beaufort. The Coastal Greenway will be a tourism and conservation initiative that allows every group or individual interested in these activities to promote a common goal. The goals of a Coastal Greenway are:

- *To promote enhanced access to the wonders of the coastal South Carolina;*
- *To encourage economic growth through sustainable economic development, and;*
- *To develop a conservation ethic among the citizens of the coastal area.*

The fundamental concept behind this proposal is to develop a system of green infrastructure that can promote sustainable development. To achieve this concept "connectivity" must be stressed. People must be connected to resources, tourists must be connected to attractions, unfamiliar attractions must be connected with tourism meccas. Most importantly, citizens must be connected with the need to continue the integrity of the resource.

TRI-COUNTY GREENWAY STUDY AREA

The study area is comprised of Berkeley, Charleston and Dorchester Counties, a total land area of 3,163.11 square miles. Its total 1990 population was 506,875 and growing rapidly. Given the fast pace of development in the area and the growing urbanization, opportunities to construct a varied experience for a wilderness greenway may be rapidly diminishing.

The area is among South Carolina's major tourism engines. It is included in the Historic Charleston Tourism region. The Historic Charleston Region hosted over 5 million U.S. visitors in 1994. The economic impact was \$1.6 billion with a ripple effect of \$525 million in wages. The resulting state and local tax revenues were \$61 million.

*1994 U.S. VISITATION to SOUTH CAROLINA*⁶

<i>Tourism Region</i>	<i># of Visitors</i>	<i>% of total</i>
<i>Grand Strand</i>	<i>9,774,048</i>	<i>33.9%</i>
<i>Historic Charleston</i>	<i>3,016,768</i>	<i>17.4%</i>
<i>Lowcountry</i>	<i>2,998,528</i>	<i>10.4%</i>
<i>Santee Cooper</i>	<i>778,464</i>	<i>2.7%</i>
<i>Pee Dee</i>	<i>1,124,448</i>	<i>3.9%</i>
<i>Capital City</i>	<i>3,373,344</i>	<i>11.7%</i>
<i>Thoroughbred</i>	<i>288,320</i>	<i>1.0%</i>
<i>Old 96</i>	<i>201,824</i>	<i>0.7%</i>
<i>Olde English</i>	<i>749,632</i>	<i>2.6%</i>
<i>Upcountry</i>	<i>4,526,624</i>	<i>15.7%</i>
<i>TOTAL</i>	<i>28,832,000</i>	<i>100.0%</i>

The study area's greatest resources are the River systems which give it a Lowcountry appeal. It is part of the ACE Basin which drains 26% of South Carolina's land area. It consist of three sub-basins: the Ashley-Cooper, the Combahee-Coosawhatchie and the Edisto. The ACE Sub Basin is the primary area, which encompasses portions of Berkeley, Charleston and Dorchester Counties. Significant parts of the area is considered urban, dominated by the Cities of Charleston and North Charleston.⁷

The total acreage for the area is 1,338,947. Almost 90% of the study area is forested. This large amount of undeveloped property allows for the concept of a coastal greenway to be envisioned, as urban sprawl has not yet consumed the area. For recreational value, the undeveloped state of the study area could not be better.

Coastal South Carolina is heavily covered by wetlands, making development difficult at times. The inability to alter wetlands for development or infrastructure improvements will be a limitation on greenway development in the study area. The fact that a great extent of the study area is wet is a certain consideration, particularly in terms of constructing hiking trails.

The study is rich in wildlife, reflecting the lowcountry character that makes it attractive to visitors and development. This development, however, also threatens the continuation of the habitat for these species, making the study area one of the largest repositories of threatened species in the state.

The following is a list of common names of these species. This information is a general indication of the richness of the area but should not be assumed to be correct. Areas not surveyed may contain significant species or communities. This information is in continual need of updating.

⁶ S.C. PRT Office of Market Research, April 1994.

⁷ S.C. Water Resources Commission, State Rivers Assessment, Report # 164. 1988.

OCCURRENCES OF RARE OR ENDANGERED SPECIES ⁸

Venus Fly Trap	Banded Killifish
Black Bear	Savannah Milkweed
One Flower Balduina	Shortnose Sturgeon
Pond Spice	Seabeach Amaranth
Georgia Frostweed	Carolina Pygmy Sunfish
Piedmont Cowbane	Piedmont Pinweed
Colonial Waterbird	Big Eared Bat
Purple Silkyscale	Bandanna of the Everglades
Chaffseed	Carolina Pygmy Sunfish
Crested Fringe Orchid	Carolina Lilaeopsis
Southeastern Tickseed	Carolina Bay
Carolina Grass of Parnasses	Gopher Frog
Pineland Plantain	Flatwood's Salamander
Sarvis Holly	Boykin's Lobelia
Slendered Leave Dragon Head	Northern Cricket Frog
Baldwin Nutrush	Chaff Seed
Wire-leaved Drop Seed	Sweet Pitcher Plant
Few Flowered Beaked Rush	Cypress Knee Sedge
Plymouth Gentian	Barn Owl
Virginia Bunch Flower	Viviparous Sike-Rush
Twig Rush'	Southern Lepuropetalon
Pine Barren Gentain	Eastern Wood Rat
Yellow Fringeless Orchid	Spotted Turtle
Well's Pixie Moss	Least Tern
Northern Yellow Bat	One-Flowered Broomrate
Virginian Bunch Flower	Meadow Vole
Lace Lipped Paddies Tresses	
Bachman's Sparrow	
Seabeach Amaranth	
Narrowleaf Rushfoil	
Bald Eagle	
Wilson's Plover	
Red Cockaided	
Woodpecker	
Loggerhead	
Least Tern	
American Swallowed Tailed Kite	
Reclined Meadowed Rue	

⁸ S.C. Department of Natural Resources, Heritage Trust List of Natural Occurrences, 1996.

AMENITIES AND CONSERVATION AREAS

STATE PARKS, PROTECTED AREAS AND OTHER ATTRACTIONS

Numerous state parks are in the study area. Hampton Plantation State Park is a fine example of Colonial Architecture and was once part of the Lowcountry rice culture. The home also served as the last home of South Carolina Poet Laureate Archibald Rutledge. The Park contains 322 acres. St. James Santee Church is two miles from Hampton Plantation. The Wedge Plantation, owned by the University of South Carolina is home to the International Center for Disease Research.

Edisto Beach State park is south of Charleston, east of Highway 17. Givhans Ferry State Park is 16 miles west of Summerville and provides excellent water access. Old Dorchester State Park is six miles south of Summerville and has excellent archeological ruins.

Cape Romain National Wildlife Refuge is a stretch of barrier islands that make up a 60,000 acre natural experience. It is 20 mile north of Charleston and is accessible by boat.

Santee Coastal Reserve is just south of the Santee River and offers 24,000 acres of nature experience, including trails, canoes and birding. Francis Beidler Forest is 35 miles north of Charleston and is the last stand of virgin bald cypress and tupelo trees in the world.

The Francis Marion National Forest is a key section of the Greenway as it anchors the southern boundary of the study area. It is managed by the U.S. Forest Service, an agency of the Department of Agriculture. Its mission is to achieve quality land management under the sustainable multiple-use management concept to meet the diverse needs of people.

The Francis Marion National Forest in Berkeley and Charleston Counties is composed of 250,000 acres and provides numerous recreational opportunities for coastal South Carolina. The study area includes 93,400 acres of Forest Service holdings.⁹

It is important to understand that there is a difference between public lands and protected lands. A primary function of the Forest Service is to produce timber for the Country. Timber harvesting, including clear cuts may be occurring in the National Forests, limiting wildlife and habitat value. Only certain designated areas such as wilderness areas actually provide long-term protection of resources. However, the Wambaw Creek Wilderness Area is included in the northern section of the study area.

⁹. *Focus on the Santee, Santee River Focus Area.*

GROUPS POTENTIALLY INTERESTED IN THE COASTAL GREENWAY

The Santee Focus Area group, mentioned previously, and their involved organizations are excellent participants in a coastal greenway. Their conservation efforts can be furthered by a coordinated effort at promoting conservation in conjunction with other activities.

The Cooper River Focus area is also interested in conservation in the area. Organized by the S.C. Department of natural Resources, it provides focus for conservation activity in the Berkeley and Dorchester County regions.

The South Carolina Nature Conservancy is the largest non-profit organization involved in the direct protection of resources in South Carolina. TNC is a national organization based in Arlington, Virginia with offices in all fifty states. Its South Carolina office is in Columbia. There are 6,500 Nature Conservancy members in South Carolina. To date, it has protected 93,327 acres of land in this state.

It is the mission of the Nature Conservancy to preserve plants, animals and natural communities that represent the diversity of life on Earth by protecting the lands and waters they need to survive.

Ducks Unlimited is a non-profit organization based in Memphis dedicated to the preservation of waterfowl and the habitat needed to ensure their continued prosperity. DU has been extremely involved in the successful ACE Basin project and has helped to preserve over 50,912 acres in South Carolina.

LOCAL LAND TRUSTS are relatively new players on the conservation scene. A land trust is a non-profit organization dedicated to preserving natural, historic, cultural or scenic properties of land through acquisition of property or easements. According to the Land Trust Alliance in Arlington, Virginia, Nationally, local land trusts are the fastest growing segment of the conservation movement.

Two land trusts are involved in the study area. The *Lowcountry Open Land Trust* is headquartered in Charleston has executed easements with private landowners in the study area. The *Lord Berkeley Conservation Trust* is involved in conservation activities in the Berkeley County area.

The newly formed *South Carolina Nature-Based Tourism Association* promises to be an exciting part of ecologically oriented activities in the Lowcountry. This organization serves as a network for nature-based activity providers and has sparked interest in this type of activity in Georgetown and Charleston counties.

APPENDIX A. PALMETTO GREENWAYS INITIATIVE

The Palmetto Greenways Initiative is charged with developing a strategic plan promoting greenway development in South Carolina; making resources available for greenway development; and generally promoting the development of trails and greenways across the state. The Initiative is a cooperative effort of the Palmetto Conservation Foundation, Palmetto Trails, The Conservation Fund, the Gaylord and Dorothy Donnelley Foundation, the World Wildlife Fund, the Office of Ocean and Coastal Resource Management, and the South Carolina Departments of Transportation and of Archives and History.

PALMETTO GREENWAYS INITIATIVE STEERING COMMITTEE

John E. Courson
S.C. State Senate
Co-Chair

Anne Springs Close
Leroy Springs & Company
Co-Chair

Barry Beasley
S.C. Scenic Rivers

Laura Byington, ASLA
Gladden, Davis

Holly Cork
S.C. State Senate

Judy Cromwell
NaturaLand Trust

John Garton
Duke Power Company

Nancy Lindroth
McCormick County Council

Billy Keyserling
S.C. House of Representatives

Grace McKown
S.C. Parks, Recreation & Tourism

B.K. Jones
S.C. Department of Transportation

Guy Jones
River Runner

Ernie Passailaigue
S.C. State Senate

Bob Palazzo
U.S. Forest Service

Anne Edens Rainey
Palmetto Trails

Arthur Ravenel
Former Congressman

Bobby Routh
Office of the Governor

Jim Smith
NationsBank

Mary Walter
SPACE

Michael Watson, AIA
Watson Tate Architects

APPENDIX B.

SAMPLE TRAIL EASEMENT

STATE OF SOUTH CAROLINA)

COUNTY OF _____)

KNOW ALL MEN BY THESE PRESENTS THAT _____, (hereafter referred to as "Grantor") in the State aforesaid, in consideration of the sum of Ten Dollars and by way of charitable contribution for conservation purposes, has granted, bargained, sold and released and by these presents does grant, bargain, sell and release unto Palmetto Trails _____, a non-profit South Carolina corporation (hereinafter referred to as "Grantee"), a right of way and easement, of the nature and character and for the purposes hereinafter set forth, in, to and upon a strip or corridor of land, _____ feet in width, extending across Grantor's property from _____ to _____, and extending _____ feet on each side of a line indicated on a plat of Grantor's property which is attached hereto and incorporated herein.

The purpose of such easement and right of way shall be to preserve the property described above for outdoor recreation by, and the education of, the general public and to make such property available for use by the general public as a hiking and camping trail.

No affirmative duty is hereby imposed upon Grantor to construct or maintain a hiking trail on such property; however, Grantor covenants and agrees that is shall make no use of such property inconsistent with such purposes, including, without limitation, building structures on such property, altering the topography or conducting mining or timbering operations on such property.

Grantees shall have the right to construct and maintain a hiking trail upon such property, for foot traffic only, including signs, trail markers, trash receptacles, foot bridges and other improvements consistent with a wilderness trail, such as the Appalachian Trail. Grantees shall have the right to make such trail and property available for use by the general public for hiking and camping purposes.

Grantor shall have the right to reroute such trail when necessary to facilitate Grantor's operations on its adjoining property, upon 90 days written notice to Grantees, provided that such rerouting shall not alter the terminal points of such trail, and further provided that Grantor shall construct a new trail section to replace the rerouted section. Upon such rerouting, Grantees shall release their interest in the rerouted section and Grantor shall grant to Grantees an easement, identical to the easement hereby granted, over a _____ foot strip or corridor extending _____ feet on each side of the new trail section replacing the rerouted section.

This easement shall run with the land in perpetuity and shall bind, and inure to the benefit of the parties, their successors and assigns. This easement shall constitute a "conservation easement" pursuant to the South Carolina Conservation Easement Act.

TO HAVE AND TO HOLD all and singular the premises before mentioned unto the Grantees, their successors and assigns forever. And Grantor does bind itself, its successors and assigns, to warrant and forever defend all and singular said premises into Grantees, their successors and assigns.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be executed this ____ day of _____, 19____.
WITNESS:

By: _____

STATE OF SOUTH CAROLINA)
COUNTY OF _____)

BEFORE ME, the undersigned Notary Public, on this day personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he/she executed the same for purposes and consideration therein expressed.

GIVEN under my hand and seal of office this ____ day of _____, 19____.

[Notary's Name]

NOTARY PUBLIC IN AND FOR
_____ COUNTY, _____

My commission expires: _____

APPENDIX C. SUMMARY OF PHASE ONE RECOMENDATIONS

GREEN INFRASTRUCTURE DEVELOPMENT

Conservation and tourism activities may be organized a four-layer *green infrastructure grid system* to serve as a spine for conservation, public access, and tourism activities. This green infrastructure will serve as "green infrastructure for sustainable development" by connecting the most visited and under-utilized sites. It will serve as a defining structure for the tourism destination area and offer an overall focus to conservation and eco-tourism efforts.

GREEN INFRASTRUCTURE DEVELOPMENT

- Develop a four-layer *green infrastructure grid system* to serve as a spine for conservation, public access, and tourism activities. This green infrastructure will: offer alternative means of visiting local attractions; form connections between sites to promote the most visited and spotlight the under-utilized, serve as a defining structure for the tourism destination area; promote an economic appreciation of the resource; and offer an overall focus to conservation and eco-tourism efforts.

This *green infrastructure grid* will consist of the following components:

- The inland *Coastal Wilderness Trail* running from Conway in Horry County to McClellanville in Charleston County. This trail would be ten (10) feet wide and be approximately 54 miles. A large extent of the trail may require boardwalks. An estimated cost to construct the facility is \$1,062,000. The trail will need to be constructed in independent sections beginning and at distinct points related to attractions.
- Develop a *system of north-south and east-west bike trails* using the Waccamaw Neck Bikeway as the spine for the system. The Waccamaw Neck Bikeway will connect the coastal communities through a proposed route covering 17 miles along Highway 17, from the southern end of Murrells Inlet to the northern end of Georgetown. It will utilize Highway Department rights of way. It will be developed over a five year period and cost approximately \$965,000.

An additional "Bike the Coast" project can be instigated by encouraging the Department of Transportation to stripe for bike lanes when resurfacing Highway 17 south of Georgetown, and Highway 701. This procedure can be conducted as part of normal maintenance by the Department. An east-west route can also be prepared along Highway 521.

- Develop a *Coastal Canoe and Sea Kayak Trail* to anchor the eastern boundary of the Coastal Greenway and provide east/west grids. A sea Kayak trail can utilize state-owned protected areas aligning the coast, which depend on water access. Creek systems can

provide mobility for McClellanville to the Waccamaw River and a series of boat landing and beach camp sites will allow a multi-day experience. A current salt marsh trail begins on Huntington Island in Murrells Inlet to Drunken Jack Island.

East-west canoe trails can serve as the interior grid system for the water component of the Coastal Greenway. An 81 mile canoe trail on the Black River in Andrews has been developed and is currently operational under the organization of Tidewater Trails. In addition, Hampton Plantation State Park is developing a canoe trail on Hampton Creek.

A Coastal Canoe and Kayak Trail system can be developed inexpensively and depend heavily on the private sector. Organizers will have to provide access points, directional information, promotions and camping facilities. Private canoe liveries can develop the tours.

- *Auto Tour Loops* are being developed by the U.S. Forest Service to improve access and visitation in the Francis Marion Forest. These loops will be permanently marked to direct vehicles interested in learning about the National Forest as "trails for cars".

Given the dependence of vehicles for traveling to the study area and the fact that many visitors are "day tripping" from Charleston or Myrtle Beach, an expanded, formalized auto tour system can be developed. The Coastal Greenway concept stresses connections, a key component of an auto tour concept. Like canoe trails, it is a relatively low cost undertaking.

CONTINUED EMPHASIS ON CONSERVATION

- The work of the *Santee River Focus Area and Winyah Bay Focus Area Task Forces* should be encouraged. These coalitions embrace large groups of similarly focused organizations have proven to be successful. Non-profit land trust activity should be expanded
- The *Winyah Bay Wildlife Refuge* should be embraced by the community as it will provide a central organizing theme for conservation and tourism activities in the Georgetown area.
- *Funding for conservation acquisition by local governments* should be considered. Given the large significance of conservation to the continued economic prosperity of the area, a fund to protect significant properties through easement or acquisition should be established.

An overall acquisition and protection strategy for the area should be developed, with coordination by *GREENCORP*. Each participating agency can have input into the plan and commit a percentage of the funding needed to implement this protection strategy over a multi-year period.

STRUCTURE AND COOPERATION

A mechanism must be empowered to bring these recommendations to fruition and turn the vision for a coastal greenway into reality. Progress is being made on many fronts, coordination can bring about an astounding project.

- Form the *Coastal Greenway Development Corporation (GREENCORP)* as an organizing and implementation body for the Greenway and related activities. This should be a non-profit corporation, similar to economic development corporations, eligible to receive funding from a variety of sources.

GREENCORP should have a board of directors representing a diversity of geographic, development and conservation interests. Each County should have representation. The stated goals of the *GREENCORP* should include progress on tourism, conservation, transportation and coordination. A sample set of by-laws are included in Appendix C. At its best, the Corporation will be vehicle where diverse interests merge into a common agenda.

- A *Coastal Greenway Geographic Information System* should be developed emphasizing sensitive resources for potential protection. Developing a GIS decision making structure will allow *GREENCORP*, local governments, permitting agencies and private landowners to understand impacts of land use and development decisions during the decision making stage.

The Coastal Greenway GIS should contain data layers on sensitive ecological and cultural resources, landownership, infrastructure, tourism attractions and potential Greenway projects. The information should be maintained and updated in a central location and be available to all users at a relatively low cost.

- Governments should *demonstrate extreme sensitivity to the Coastal Greenway* in land use and permitting decisions. The Coastal Greenway should be considered a key economic development resources. The governments in the study area have felt the impact of closure of military installations. Environmental or scenic degradation or other unfortunate events that receive wide spread media attention could not only spoil the resource itself, but spoil the image as well.

The Coastal Greenway and its resources should be labeled on official land use maps to indicate its importance as a basic tourism element. Careful advance planning and regulation should occur and activities with a negative impact should be discouraged. A correlation should be drawn to the closure of military bases.

ENDORSEMENT AND MARKETING

This report offers a concept for a Coastal Greenway and an organization framework for making it a reality. Local endorsement and enthusiasm must coalesce around the vision if it is to take a next step towards reality.

- GREENCORP should *sponsor community resource identification projects*. This technique has worked well with South Carolina's Heritage Corridor project, which empowers local community groups to inventory tourism resources to include in a unified marketing concept. This approach builds local appreciation for the resources and helps the sponsoring agency think in terms of connections between resources.

GREENCORP should investigate sources to assist local communities inventory these resources. Resource teams of local citizens should be augmented with administrative assistance of GREENCORP. These citizen resource teams will then become citizen advocates for the Coastal Greenway and conservation.

- Using the information developed by local resource teams, GREENCORP should *develop a specific master plan for the Coastal Greenway*. The Master Plan would narrow the opportunities for the Greenway and establish priority projects. Priority projects could be scheduled for development as funds are available.

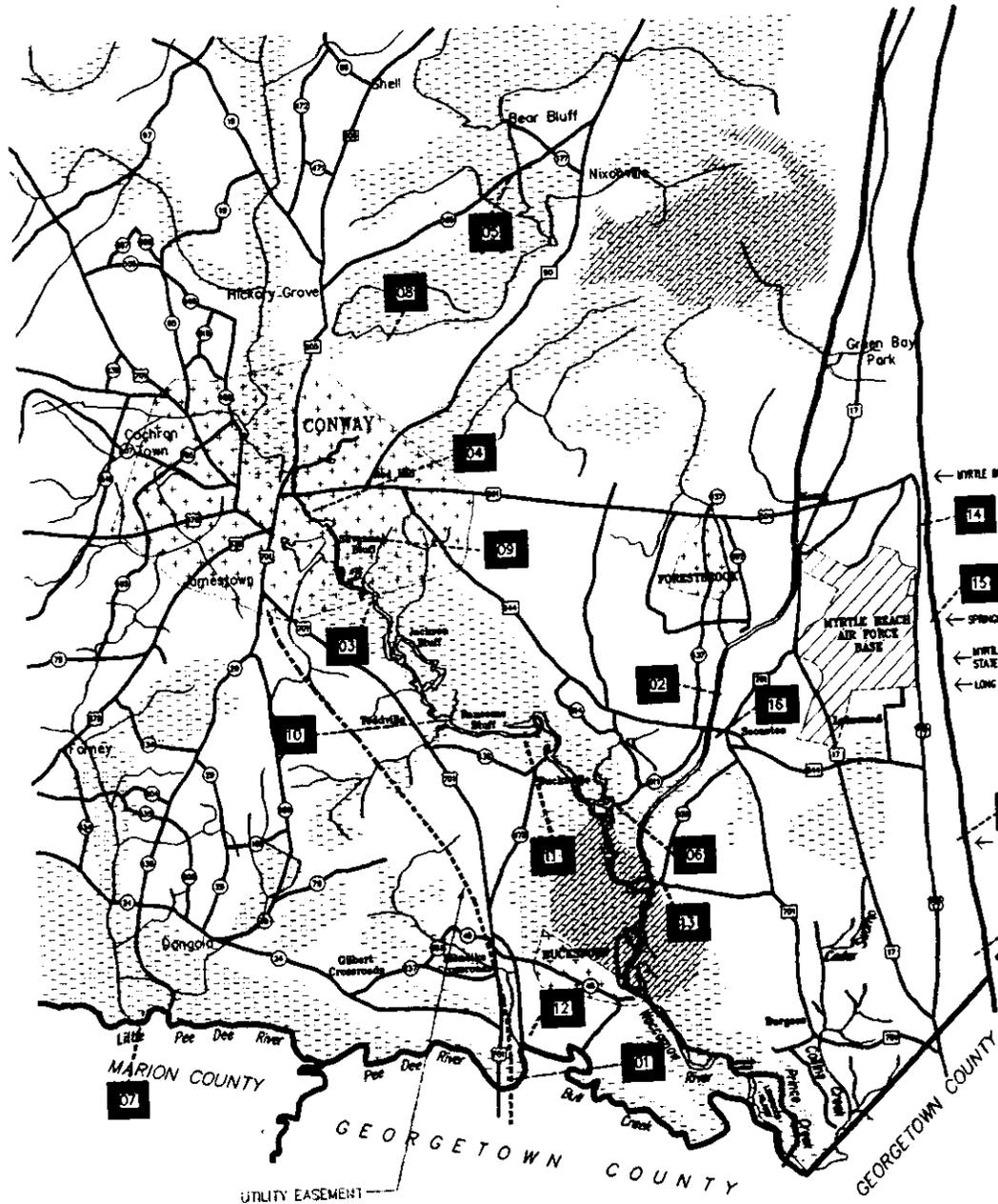
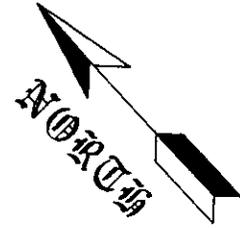
- *Marketing the Coastal Greenway to local communities* should take precedent in the process. Involving all segments of the tourism and conservation community in this unified approach will lead to a smoother implementation. GREENCORP should take the lead in ensuring this wide involvement.

- A series of *four visitor contact centers should anchor* the Coastal Greenway. Located in McClellenville, Andrews, Georgetown and Conway, these four centers can serve as the beginning and ending points for "getting on the Coastal Greenway". They should emphasize the connectivity of the greenway system by demonstrating where visitors can start or end their journeys.

- GREENCORP should *promote a unified marketing campaign for the Coastal Greenway* to establish a common identity. An example of unified signage and slogan would encourage visitors to "Take the Greenway".

This emphasize of unity and promotion of a positive action will tend to connect the lesser known attractions to those currently experiencing high visitation. A travel from Myrtle Beach to Charleston will "Take the Greenway" and look for related attractions between these two tourism mecca's.

HORRY COUNTY

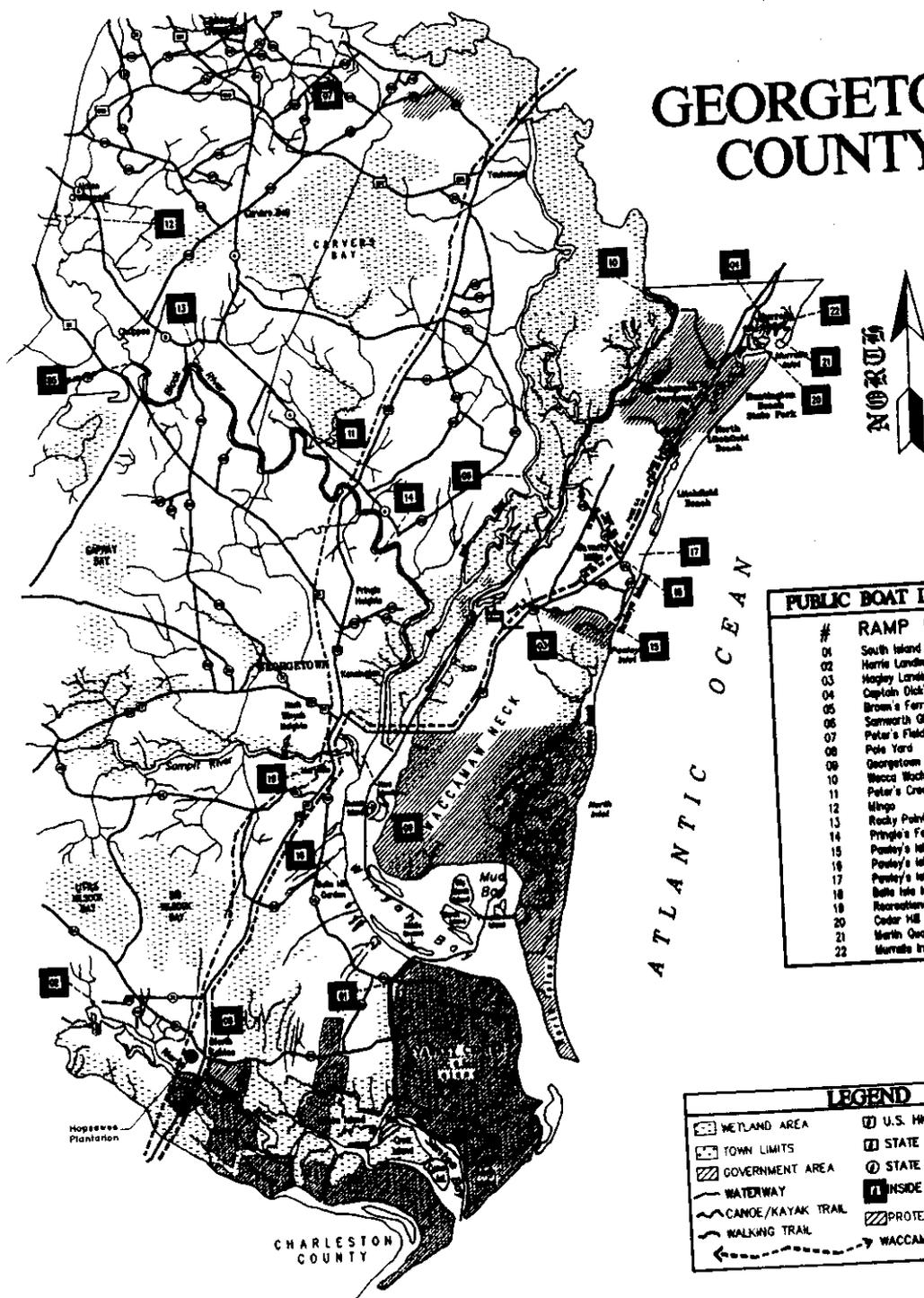


PUBLIC BOAT LANDINGS	
#	RAMP NAME
01	Yauhannah
02	Socaslee
03	Pitch
04	Conway Marina
05	Reaves Ferry
06	Peach Tree
07	Punch Bowl
08	Lee's
09	Savannah Bluff
10	Toddville
11	Bucksville
12	Port Harrelson
13	Enterprise
14	2nd Avenue Fishing Pier
15	Springmaid Fishing Pier
16	Hague Marina Boat Landing
17	Surfside Fishing Pier
18	Kingfisher Fishing Pier

LEGEND			
	WETLAND AREA		U.S. HIGHWAY
	TOWN LIMITS		STATE HIGHWAY-PRIMARY
	GOVERNMENT AREA		STATE HIGHWAY-SECONDARY
	WATERWAY		INSIDE COUNTY BOAT RAMP
	CANOE/KAYAK TRAIL		PROTECTED PROPERTIES
	WALKING TRAIL		

ATLANTIC OCEAN

GEORGETOWN COUNTY



#	RAMP NAME
01	South Island Ferry
02	Harris Landing
03	Hogley Landing
04	Captain Dick's Marbo
05	Brown's Ferry
06	Samworth GMA
07	Peter's Field
08	Pole Yard
09	Georgetown Landing Marbo
10	Wessa Wacha
11	Peter's Creek
12	Mingo
13	Rocky Point
14	Pringle's Ferry
15	Posley's Island (South)
16	Posley's Island (Middle)
17	Posley's Island
18	Belle Isle Marbo
19	Recreational Dept. Boat Ramp
20	Cedar Hill Landing
21	Martin Quay Marbo
22	Murrells Inlet Boat Ramp

LEGEND	
	U.S. HIGHWAY
	STATE HIGHWAY-PRIMARY
	STATE HIGHWAY-SECONDARY
	INSIDE COUNTY BOAT RAMP
	PROTECTED PROPERTIES
	WACCAMAW NECK BIKEWAY

CHARLESTON COUNTY